

BookletChart™

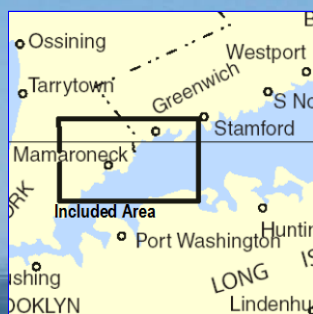


North Shore of Long Island Sound – Greenwich Point to New Rochelle

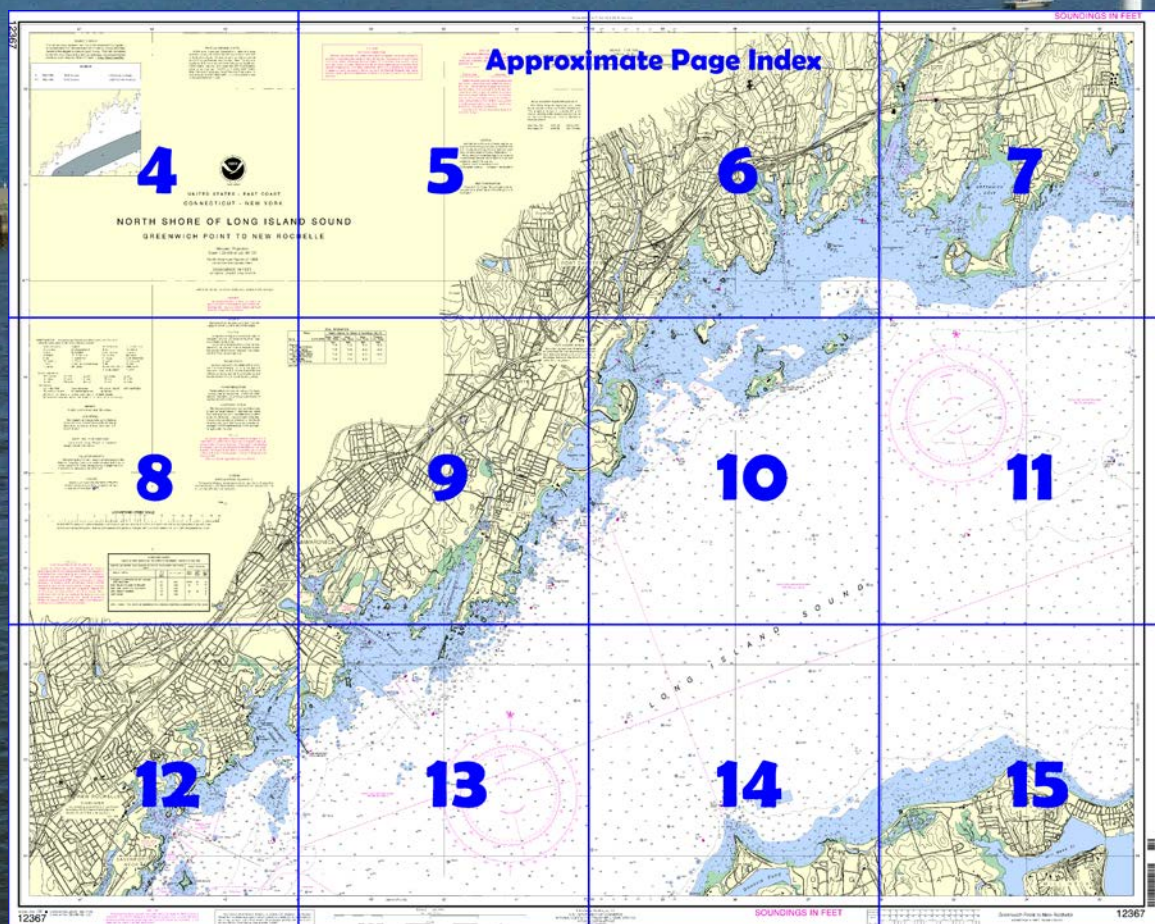
NOAA Chart 12367

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

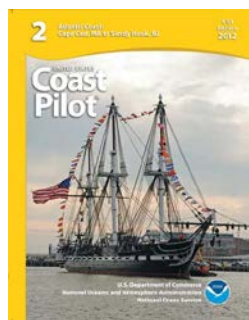
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12367>



(Selected Excerpts from Coast Pilot)

Captain Harbor affords shelter from all winds for vessels drawing 12 feet or less. The depths at the anchorage in the deeper part of the harbor, about 0.5 mile northward of Great and Little Captain Islands, are 15 to 30 feet. Vessels of less than 7-foot draft anchor on the flats. The bottom is soft, but the harbor and entrances are characterized by boulders. Strangers should proceed with caution, especially on the flats and other

shoal areas. The eastern entrance to Captain Harbor, between Flat Neck Point and Little Captain Island, is clearer and better for strangers.

Cos Cob Harbor, on the northeast side of Captain Harbor, has a dredged channel through it which extends 1.3 miles northward through the Mianus River to the head of navigation at Mianus. In September 1983, the controlling depth was 4½ feet at midchannel to the bascule

railroad bridge, thence 3½ feet at midchannel to the fixed highway bridge, thence 3½ feet in the west half of the channel (shoaling to ½ foot in the east half) to the head of navigation at Mianus.

Greenwich Harbor, on the north side of Captain Harbor and northeastward of Field Point, is entered through a dredged channel that leads northward 1.2 miles to the head. The channel is buoyed for about 0.8 mile. In December 1981, the controlling depth was 8 feet. Two anchorage basins are off the west side of the channel. In December 1981, the northerly basin had depths of 2 to 4½ feet except for shoaling to bare along the northern edge, and the southerly basin had depths of 4 to 6 feet except for shoaling to bare along the west edge.

Great Captain Island, 2.6 miles southwestward of Greenwich Point, is 0.4 mile long, fringed with reefs, and marked near its southeast end by a light. A municipal bathing beach and ferry landing are on the island. The landing has reported depths of about 3 feet. A buoy marks the reef making off 0.3 mile from the southwestern end. The passage between Great and Little Captain Islands is foul and not recommended.

Port Chester Harbor, about 1.2 miles westward of Great Captain Island, is the entrance to Byram River which leads to the city of **Port Chester** and the town of **Byram**. The harbor entrance is between the breakwater that extends southward from **Byram Point** on the north and **North Manursing Island** on the south; a light is on the outer end of the breakwater.

The harbor is entered from Long Island Sound through a dredged channel that leads northward for 1.2 miles to a turning basin in **Byram River**, and thence for another 0.15 mile to just below the Mill Street fixed bridge, the head of practical navigation on the river. In October 1993, the controlling depths were 11 feet to the Yacht Club about 0.4 mile above the entrance, thence 5½ feet (10 feet at midchannel) to the first fixed bridge about 0.8 mile above the entrance, thence 4½ feet in the west half and 9 feet in the east half of the channel to the turning basin, thence 9½ feet in the basin, thence 1½ feet (3 feet at midchannel) to just below the head of navigation about 30 yards below the Mill Street fixed bridge. The channel is marked to a point about 0.3 mile above the entrance.

Milton Harbor, between **Penning Neck** and Hen Island, is used as a summer anchorage by small pleasure craft. It is protected from all but southwesterly winds. The harbor depths decrease from 8 feet between Scotch Caps and the southwest end of Hen Island to 6 feet abreast Milton Point.

A dredged channel, marked by buoys, leads through the harbor from about 400 yards northward of Milton Point to the city boat basin and marina below **Mill Pond**. In May 2001, the midchannel controlling depth was 3.2 feet to the boat basin, thence 2.1 feet at midchannel in the basin's north channel and 5.3 feet at midchannel in the basin's south channel; in 1980-1981, depths of 2 to 6 feet were available in the center of the basin. Two boatyards are in the harbor.

Port Chester Harbor.—The approach to Port Chester is obstructed by rocks, but is not difficult with the aid of the chart. From southward it is safer to pass eastward of **Bluefish Shoal**. **Fourfoot Rocks** may be passed on either side, remembering that the buoy is at the south end of the rocks. Entering the harbor, pass westward of Great Captain Rocks, eastward of **Manursing Island Reef**, and 150 feet southward of Port Chester Light 4 on the end of the breakwater. The channel in Byram River is fairly well defined at low water, but requires local knowledge for the best water; strangers should take it on a rising tide and proceed with caution.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Table of Selected Chart Notes

Corrected through NM Feb. 11/06
Corrected through LNM Feb. 7/06

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection

Scale 1:20,000 at Lat. 40° 58'

North American Datum of 1983
(World Geodetic System 1984)

**SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER**

ECHO BAY HARBOR

The controlling depth at M.L.L.W. was 8½ feet for a mid-width of 50 feet to Turning Basin at Beaufort Pt., and 7 feet in Turning Basin.

Oct 1985

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.353" northward and 1.538" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

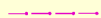
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.55 MHz
Riverhead, NY WXM-80 162.475 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet	
Stamford (41°02'N/73°33'W)	7.8	7.5	0.3		-3.5
Cos Cob Harbor (41°01'N/73°35'W)	7.8	7.5	0.3		-4.0
Great Captain Island (40°59'N/73°37'W)	7.9	7.6	0.3		-4.0
New Rochelle (40°54'N/73°47'W)	7.9	7.5	0.3		----

(Jan 2006)

PORT CHESTER HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
REACH A	8.4	9.7	5.7	11-11	150-100	0.6
REACH B	1.2	3.9	2.9	11-11	100	0.78
REACH C (PARTIAL)	1.8	1.2	0.5	11-11	165-115	0.07
ANCHORAGE AREA	2.4	2.4	2.4	11-11	0-350	9.35A

A. ANCHORAGE AREA IS IN ACRES.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

MAMARONECK HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
REACH A - ENTRANCE CHANNEL TO GP 40° 56' 25.2" N - 73° 48' 19.2" W	8.9	8.9	8.8	4,5-11	100	0.28
REACH B - MAIN CHANNEL TO JUNCTION OF EAST AND WEST BRANCHES	9.8	9.8	9.8	4,5-11	80-100	0.27
REACH C - EAST BRANCH TO HEAD OF PROJECT	8.2	8.2	8.2	4,5-11	80	0.43
REACH E - WEST BRANCH CHANNEL	7.9	7.9	7.9	4,5-11	80	0.3
REACH F - WEST BASIN	8.0	8.0	8.0	4,5-11	Irregular	8.69
REACH G - EAST BASIN 10 FT ANCHORAGE	9.0	9.0	9.0	4,5-11	Irregular	2.55
REACH H - EAST BASIN 6 FT ANCHORAGE	+0.3	+0.3	+0.3	4,5-11	Irregular	12.04

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

47'

46'

45'

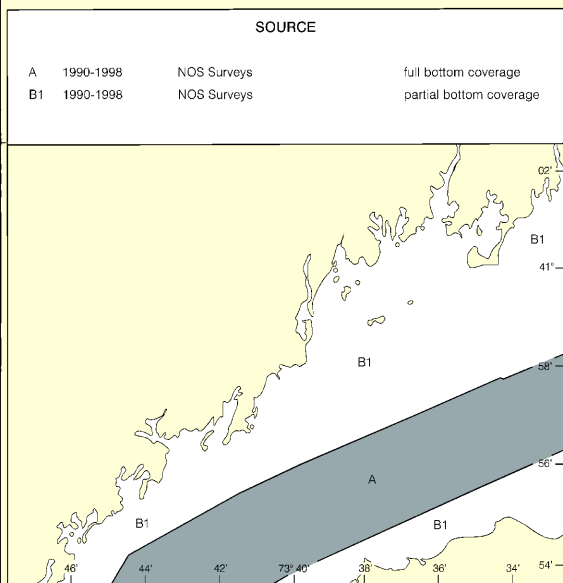
44'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	1990-1998	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



UNITED STATES - EAST COAST
CONNECTICUT - NEW YORK

NORTH SHORE OF LONG ISLAND

GREENWICH POINT TO NEW ROCHE

Mercator Projection
Scale 1:20,000 at Lat. 40° 58'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RACING BUOYS

Racing buoys within the limits of this chart

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	IsO isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle

Joins page 8

Place
Name
Stanford (41°02'N/73°33'W)
Cos Cob Harbor (41°01'N/73°36'W)
Great Captain Island (40°59'N/73°37'W)
New Rochelle (40°54'N/73°47'W)
(Jan 2006)

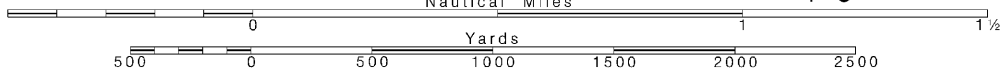
TAB

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



43'

42'

41'

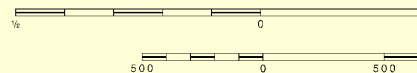
73°40'

50'

CAUTION
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----- Pipeline Area -----
 ----- Cable Area -----

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SOUND LLE

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (M.L.L.W.)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
3°W)	7.8	7.5	0.3	-3.5
3°W)	7.8	7.5	0.3	-4.0
3°W)	7.9	7.6	0.3	-4.0
3°W)	7.9	7.5	0.3	----

PORT CHESTER HARBOR CHANNEL DEPTHS

PUBLISHED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO NOV 2011

Joins page 9

Joins page 6

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

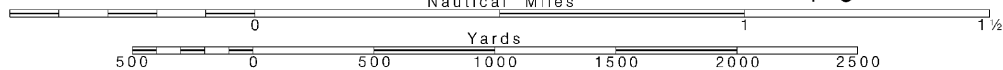
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



33



7

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HORIZONTAL DATUM

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Refer to charted regulation section numbers.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers and U.S. Coast Guard.


SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

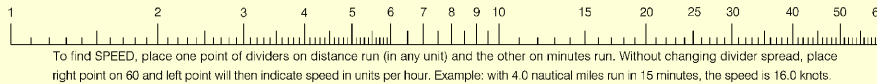
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

LOGARITHMIC SPEED SCALE

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

MAMARONECK HARBOR CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE HALF OF QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
REACH A - ENTRANCE CHANNEL TO GP 40° 56' 25.2" N - 73° 43' 19.2" W	8.9	8.9	8.8	4-5-11	100	0.28
REACH B - MAIN CHANNEL TO JUNCTION OF EAST AND WEST BRANCHES	9.8	9.8	9.8	4-5-11	80-100	0.27
REACH C - EAST BRANCH TO HEAD OF PROJECT	8.2	8.2	8.2	4-5-11	80	0.43
REACH E - WEST BRANCH CHANNEL	7.9	7.9	7.9	4-5-11	80	0.3
REACH F - WEST BASIN	8.0	8.0	8.0	4-5-11	Irregular	8.89 8/20/05
REACH G - EAST BASIN 10 FT ANCHORAGE	9.0	9.0	9.0	4-5-11	Irregular	2.55 8/20/05
REACH H - EAST BASIN 6 FT ANCHORAGE	+0.3	+0.3	+0.3	4-5-11	Irregular	12.04 8/20/05

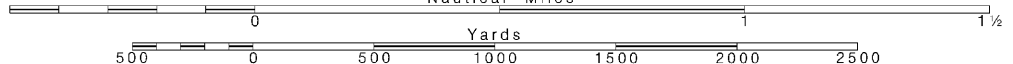
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

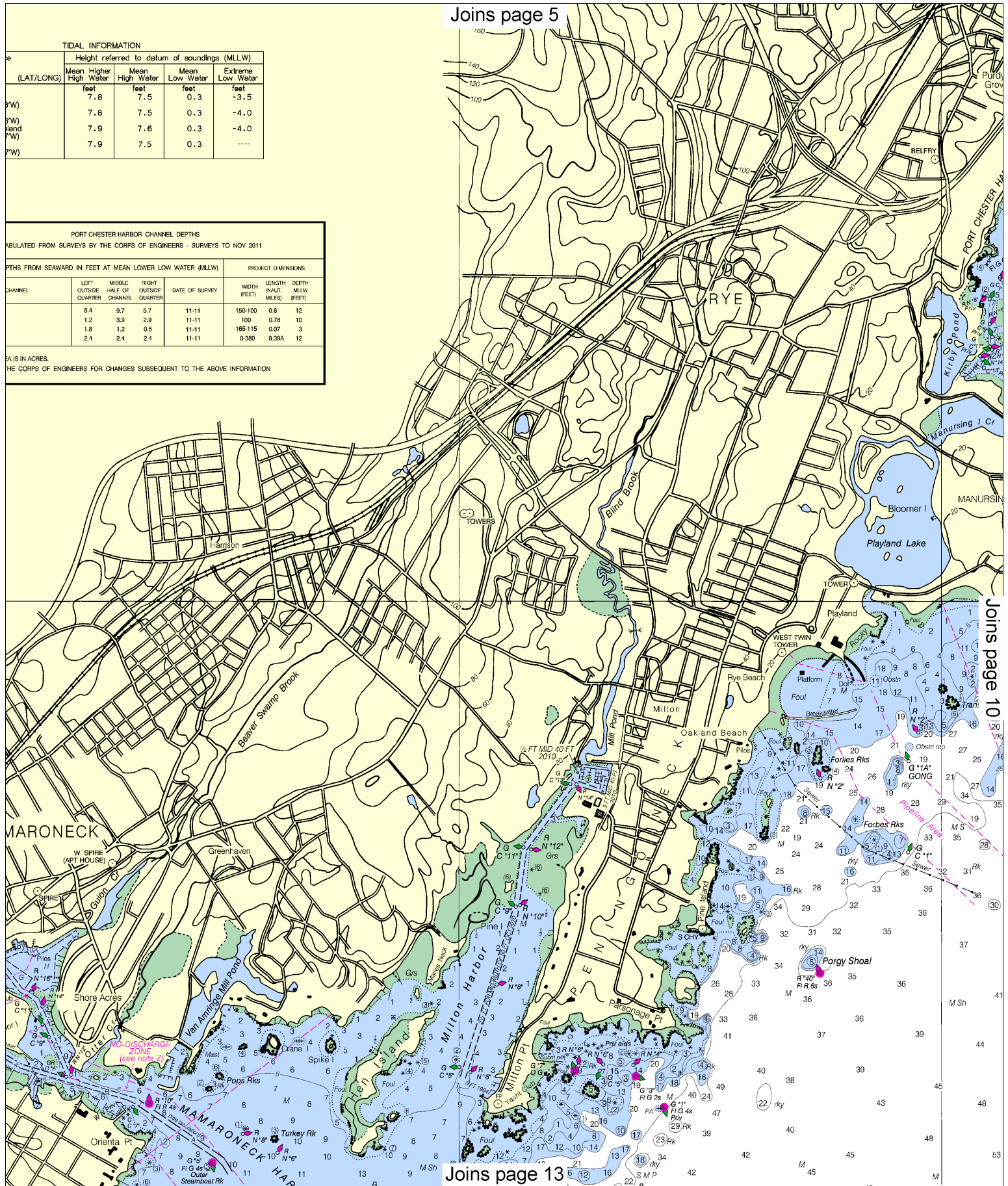
Note: Chart grid lines are aligned with true north.

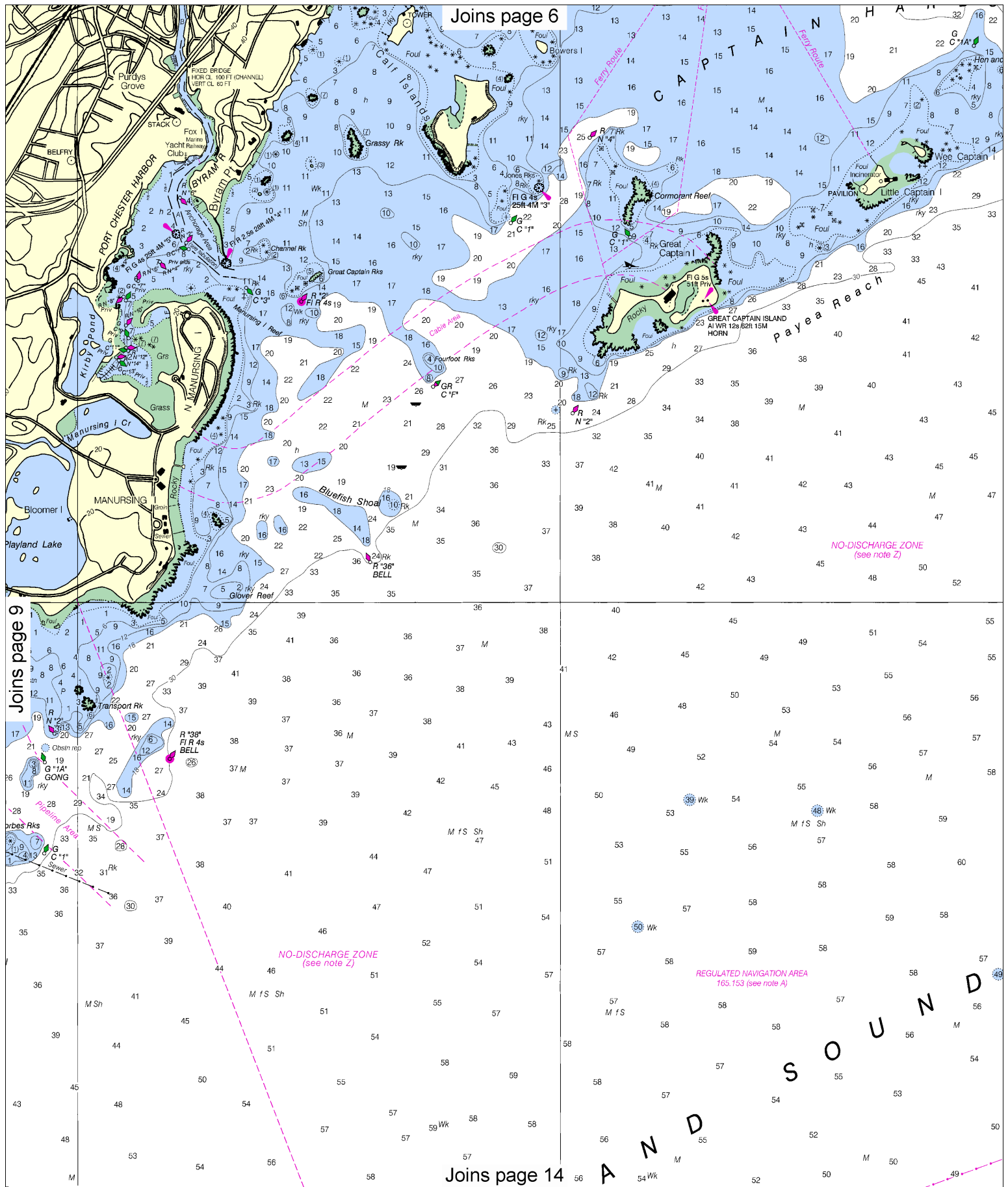
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

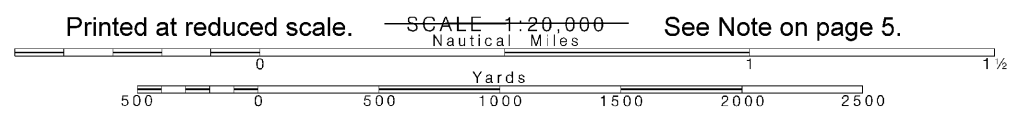


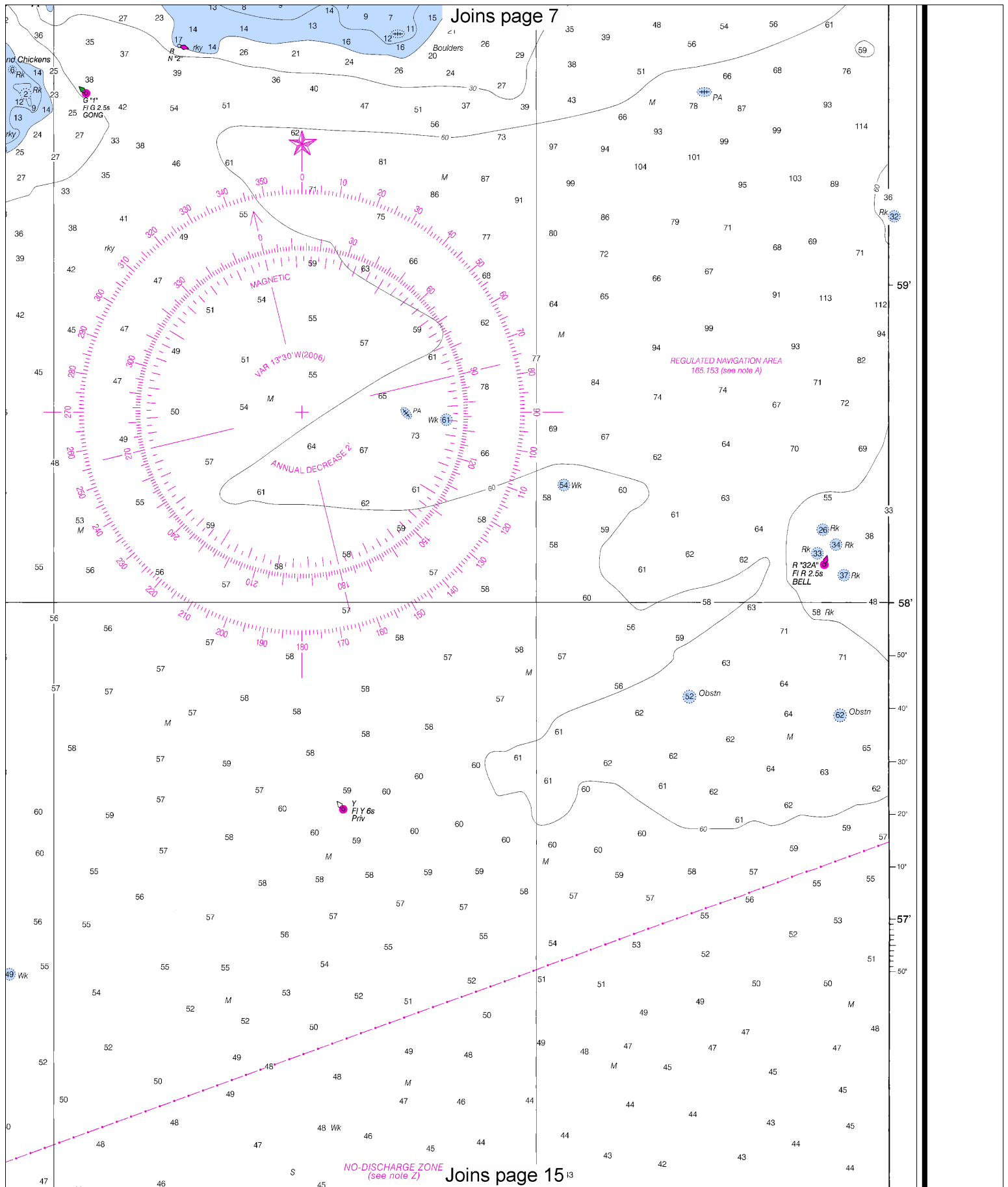




10

Note: Chart grid lines are aligned with true north.

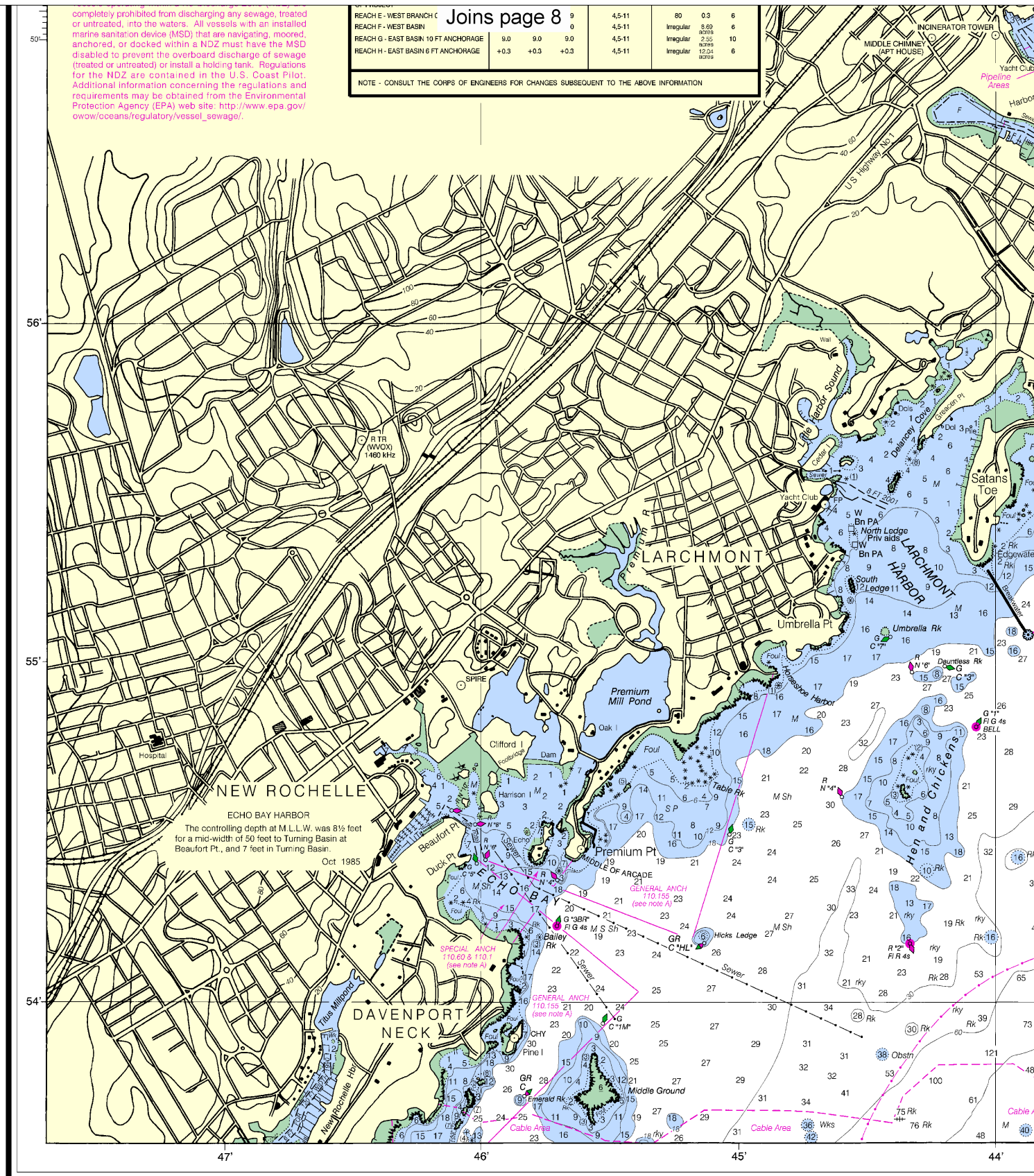




completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/coast/regulatory/vessel_sewage/.

Joins page 8									
REACH E - WEST BRANCH C	9	4,5-11	80	0.3	6				
REACH F - WEST BASIN	0	4,5-11	Irregular	9.80	6				
REACH G - EAST BASIN 10 FT ANCHORAGE	9.0	9.0	4,5-11	Irregular	7.55	10			
REACH H - EAST BASIN 6 FT ANCHORAGE	+0.3	+0.3	4,5-11	Irregular	12.24	6			

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



24th Ed., Feb. / 06 ■ Corrected through NM Feb. 11/06
Corrected through LNM Feb. 7/06

12367

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

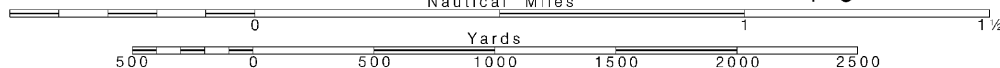
12

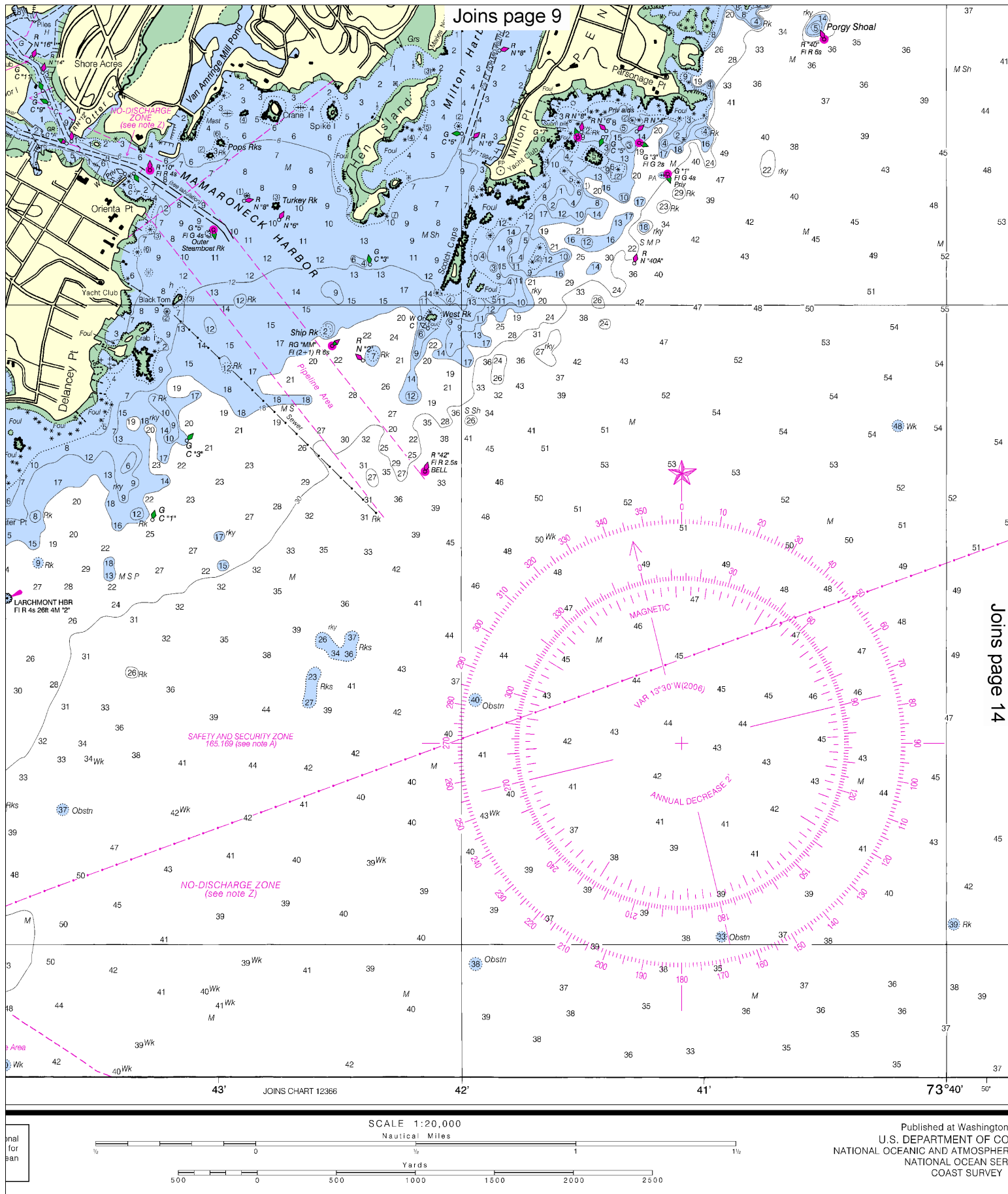
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

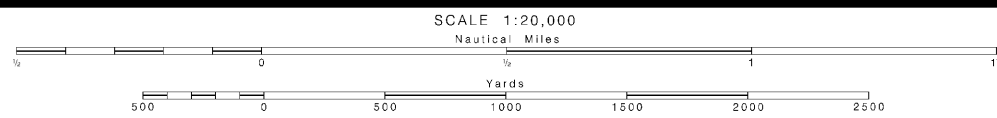




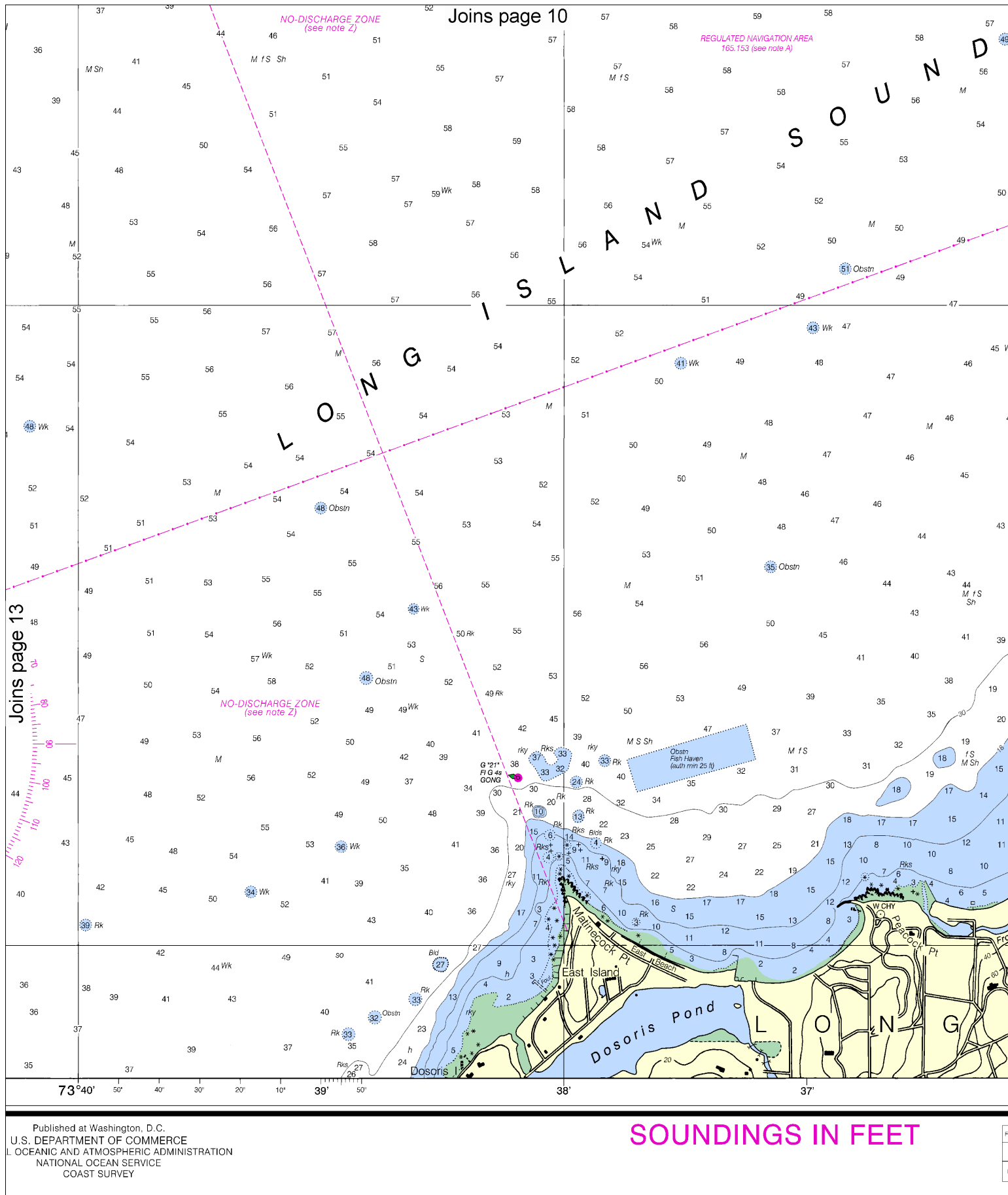
Joins page 9

Joins page 14

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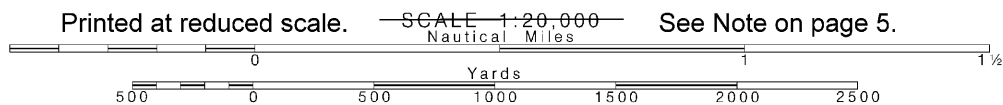


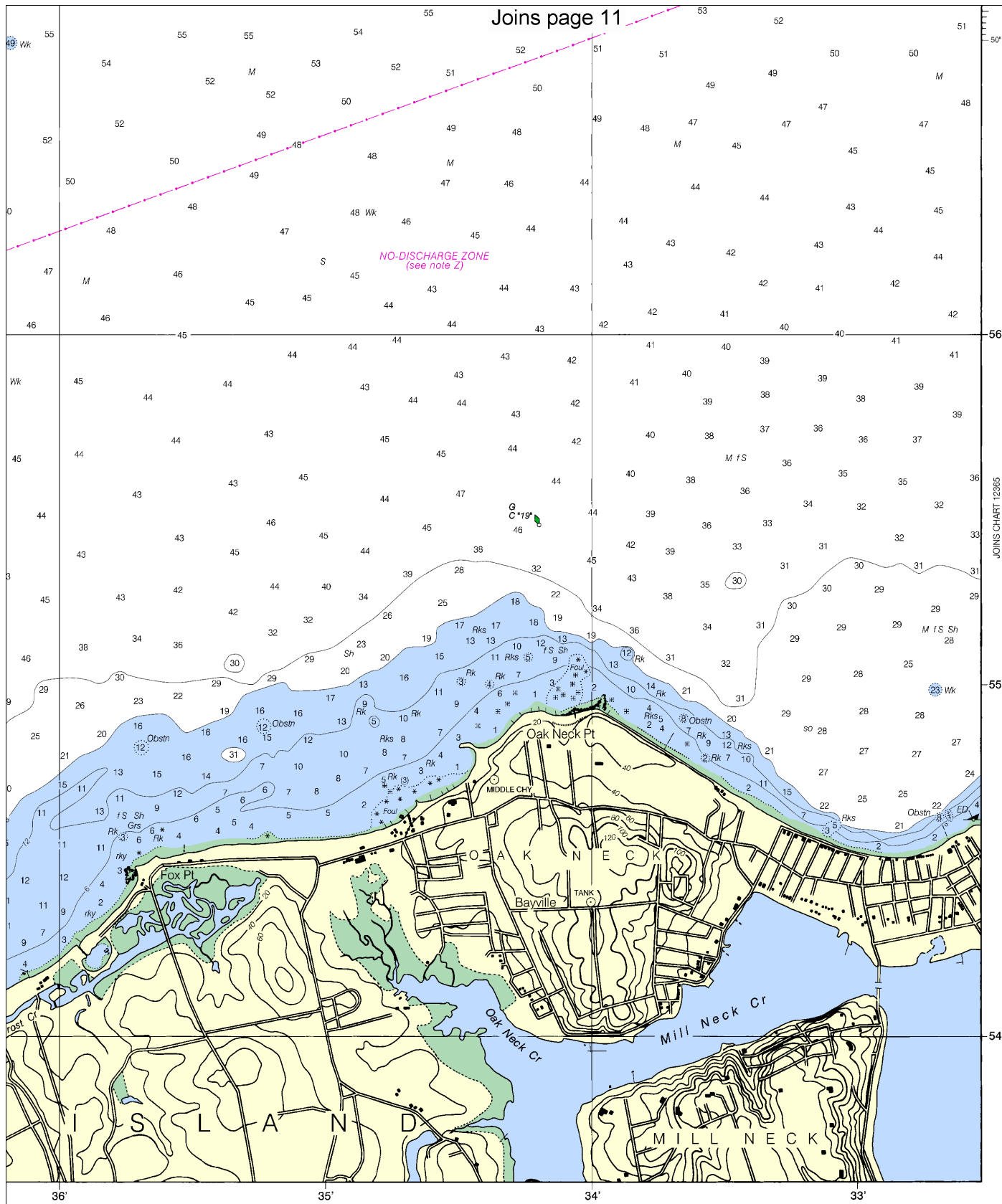
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Note: Chart grid lines are aligned with true north.





JOINS CHART 12365



ED NO. 24



NSN 7642014010387
NGA REFERENCE NO. 12XHA12367

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Greenwich Point to New Rochelle
SOUNDINGS IN FEET - SCALE 1:20,000

12367



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker